

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
September 9, 2015
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Darryl H. Crossman, Litchfield Park, Chair	Gregory Rose, City of Maricopa
Ed Zuercher, Phoenix, Vice Chair	Christopher Brady, Mesa
# Anna McCray for Bryant Powell, Apache Junction	Kevin Burke, Paradise Valley
Kevin Artz for David Fitzhugh, Avondale	Carl Swenson, Peoria
Stephen Cleveland, Buckeye	# Greg Stanley, Pinal County
* Gary Neiss, Carefree	John Kross, Queen Creek
* Peter Jankowski, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Marsha Reed, Chandler	Brad Lundahl for Fritz Behring, Scottsdale
Dr. Spencer Isom, El Mirage	Rick Buss for Bob Wingenroth, Surprise
# Jess Knudson for Lisa Garcia, Florence	Andrew Ching, Tempe
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	Reyes Medrano, Tolleson
Grady Miller, Fountain Hills	Joshua Wright, Wickenburg
# Ernest Rubi, Gila Bend	Jeanne Blackman, Youngtown
* Tina Notah, Gila River Indian Community	Sintra Hoffman for John Halikowski, ADOT
Patrick Banger, Gilbert	Joy Rich for Tom Manos, Maricopa County
Brent Stoddard for Dick Bowers, Glendale	Jyme Sue McLaren for Steve Banta, Valley Metro/RPTA
Brian Dalke, Goodyear	
* Rosemary Arellano, Guadalupe	

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

1. Call to Order

The meeting of the MAG Management Committee was called to order by Chair Darryl H. Crossman, Litchfield Park, at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mr. Jess Knudson, Ms. Anna McCray, Mr. Ernest Rubi, and Mr. Greg Stanley joined the meeting via teleconference.

Chair Crossman noted that on September 1, 2015, the MAG 9-1-1 Oversight Team recommended approval of item #5G, MAG FY 2017 PSAP Annual Element/Funding Request and FY 2017-2021 Equipment Program, on today's agenda.

Chair Crossman stated that agenda item #5E was removed from the agenda.

Chair Crossman announced that public comment cards were available to members of the public who wish to comment on items for action or under MAG's jurisdiction.

Chair Crossman stated that parking validation was available for those who parked in the MAG parking garage and transit tickets were available for those who purchased transit tickets to come to the meeting. Hearing assisted devices were available from MAG staff.

3. Call to the Audience

Chair Crossman stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the committee requests an exception to this limit.

Chair Crossman recognized public comment from Ms. Dianne Barker, who expressed that she is concerned for air quality and she uses transit, walks, and bikes. Ms. Barker stated that she had been to four meetings that day and she was thanked for attending the state meeting. She remarked that she did not want to always be a thorn, she wanted to be a rose. Ms. Barker expressed her objection to the word "germane" being used when MAG staff reports in letters to the Management Committee that her comments on conformity are not relevant. She said that she was not irrelevant. Ms. Barker stated that she believed her comments are relevant and she did not believe in blanket statements about her. She stated that the 1992 trip reduction agreement is to reduce pollution and she has requested it be on the agenda but has not heard back. Ms. Barker once again stated her objection to staff saying her comments are not germane because they all relate back to trip reduction and conformity. Chair Crossman thanked Ms. Barker.

Chair Crossman recognized public comment from Mr. John Rusinek, who said that he spoke at the County Board of Supervisors meeting that morning. Mr. Rusinek spoke of the responsibilities required of Maricopa County to form agreements with MAG and the Arizona Department of Environmental Quality to maintain air quality. Mr. Rusinek stated that they should do the right thing and take care of the problem he has had for 10 years. He said that he has 100 photographs and a log, but no one will do anything for him and the City will not answer his calls. Mr. Rusinek questioned why the City will not enforce its dust rules. He passed around the regulations he read during his comment period. Chair Crossman thanked Mr. Rusinek.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. He noted that on August 5, 2015, at the Senate Economic Stimulus Forum, the Port of Guaymas was discussed. Mr. Smith stated that the forum was attended by 70 people, including the Mayor-Elect of Guaymas. Participants from Arizona included State Senator David Farnsworth, State Senator Al Melvin, Customs and Border Protection, Arizona Mexico Commission, Arizona Commerce Authority, ASU, Union Pacific, Phoenix Mesa Gateway Airport, and MAG.

Mr. Smith acknowledged the efforts of MAG staff member Alana Chavez-Langdon for her work on the many Mexico initiatives at MAG, including the Industrial Development Commission of Mexicali visit to MAG on August 11, 2015. He noted that Mexicali is home to medical and aerospace industries and they expressed an interest in working with MAG. Mr. Smith noted that he did not think Mexicali has a sister city in the Valley.

Mr. Smith stated that a panel at the League of Arizona Cities and Towns Annual Conference, called Business Beyond Borders, discussed opportunities between Arizona and Mexico. He noted that panelists included Mr. Christopher Wilson, Deputy Director, Mexico Institute at the Wilson Center, and Rodrigo Alpizar Vallejo, President, CANACINTRA (the chamber of commerce in Mexico). Mr. Smith stated that the presentation is posted on the MAG website.

Mr. Smith stated that on August 20, 2015, at the League of Arizona Cities and Towns conference, CANACINTRA, Customs and Border Protection, the Arizona Mexico Commission, and the Arizona Fresh Produce Association met to discuss streamlining trade, including at the border checkpoint and the Nogales port of entry.

Mr. Smith stated that the new extension of light rail in downtown Mesa opened on August 22, 2015, under budget and ahead of schedule. Mr. Smith recalled that prior to the Proposition 400 election, Representative Gary Pierce, on a visit to Plano, Texas, asked the city manager what he thought of light rail. The city manager informed Representative Pierce that they had many redevelopment plans for their downtown, but none worked until light rail was constructed.

Mr. Smith stated that MAG, in partnership with Read on Arizona and the Virginia Piper Foundation, produced an educational viewer of preschool through grade three, called MapLIT. He explained that the viewer displays education test scores and demographics for public and charter grade schools throughout Arizona. He stated that the viewer website was unveiled August 25, 2015, to an audience of 700 people. Mr. Smith acknowledged the work of MAG staff members Verne Wolfley and Anubhav Bagley in developing the viewer.

Mr. Smith stated that staff from 14 different agencies in the Intermountain West Region attended a meeting on the Strategic Highway Research Program (SHRP2), hosted by Denver Regional Council of Governments. He said that a goal of the program is to develop a GIS common operating vision/platform and develop a long-range vision to move people and goods in the Intermountain West Region.

Mr. Smith stated that the Certificate of Achievement for Excellence in Financial Reporting for the Comprehensive Annual Financial Report (CAFR) for fiscal year 2014 has been presented to the MAG Fiscal Services Division by the Government Finance Officers Association. He noted that MAG is one of very few Councils of Governments to do a CAFR, and it is not required by the federal government. Mr. Smith commended Ms. Becky Kimbrough, MAG Fiscal Services Manager, and her staff.

Mr. Smith announced that Kelly Taft, MAG Communications Manager, had received the Phoenix Chapter of the Public Relations Society of America (PRSA) Percy Award. He noted that this is PRSA's highest award. Mr. Smith stated that Mr. Patrick Banger had received the Phoenix Award, which recognizes a CEO, business leader or community leader who has elevated the best practices of public relations. Mr. Smith extended his congratulations to Ms. Taft and Mr. Banger.

Mr. Smith noted that September 9, 2015, marked the 30th anniversary of the 9-1-1 system in the MAG region. He said that a press conference to celebrate this milestone took place that morning at the Phoenix Fire Training Academy. Mr. Smith stated that Scottsdale Mayor W.J. "Jim" Lane, Chair of the MAG Regional Council, spoke at the press conference. He noted that some of the people who developed the system originally, including Mr. Jim Wortham and Mr. Tom Sawyer, attended the event.

Mr. Smith stated that U.S. Secretary of Transportation Anthony Fox and Phoenix Mayor Greg Stanton, are hosting the Beyond Traffic Forum on Monday, September 21, 2015, from 9:00 a.m. to 12:30 p.m. at Phoenix City Hall Assembly Rooms. Mr. Smith stated that former ADOT Director and current Deputy Secretary of the U.S. Department of Transportation, Mr. Victor Mendez, will be speaking at the forum. MAG will be providing multiple email lists and MAG members will receive an invitation.

5. Approval of Consent Agenda

Chair Crossman stated that agenda items #5A, #5B, #5C, #5D, #5F, and #5G were on the Consent Agenda. He noted that agenda item #5E had been removed from the agenda.

Chair Crossman asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items.

Mr. Kevin Burke stated that he would like to hear more about agenda item #5C, MAG Valley Path Brand & Wayfinding Guidelines.

Mr. Alex Oreschak, MAG staff, stated that the study was originally requested by the MAG Bicycle and Pedestrian Committee, to develop a brand for off-street Valley pathways and guidelines for Valley wayfinding signs. He added that the MAG Bicycle and Pedestrian Committee and the MAG Transportation Review Committee recommended acceptance of the Valley Path Brand & Wayfinding Guidelines final report.

Mr. Burke asked if it was anticipated that communities would adopt the brand and guidelines to use in their individual jurisdictions. Mr. Oreschak replied yes, that was the anticipated outcome.

Chair Crossman called for a motion to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5F, and #5G (#5E having been removed from the agenda).

Vice Chair Ed Zuercher moved, Mr. Grady Miller seconded, and the motion passed unanimously.

5A. Approval of the August 5, 2015, Meeting Minutes

The MAG Management Committee, by consent, approved the August 5, 2015, meeting minutes.

5B. MAG Pedestrian and Bicycle Facilities Design Assistance Program

The MAG Management Committee, by consent, recommended approval of funding the seven top ranked projects for the Design Assistance Program. The Fiscal Year (FY) 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2015, includes \$400,000 for the Pedestrian and Bicycle Design Assistance Program. The Design Assistance Program allows MAG member agencies to apply for funding for the preliminary design portion of a bicycle or pedestrian project. Thirteen project applications were submitted by member agencies for the program. On July 21, 2015, the Bicycle and Pedestrian Committee reviewed and ranked applications, and voted to recommend approval of the seven top ranked projects for the Design Assistance Program. On August 27, 2015, the Transportation Review Committee voted to recommend approval of the seven top ranked projects.

5C. MAG Valley Path Brand & Wayfinding Guidelines

The MAG Management Committee, by consent, recommended acceptance of the MAG Valley Path Brand & Wayfinding Signage Guidelines final report. The FY 2014 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2013, included \$75,000 to develop an off-street bicycle network wayfinding guide and brand name. The Valley Path Brand & Wayfinding Signage Guidelines project, completed in May 2015, includes brand standards, wayfinding tools, wayfinding guidelines, and an implementation approach. The Valley Path Brand & Wayfinding Signage Guidelines final report was recommended for acceptance on May 26, 2015, by the Bicycle and Pedestrian Committee, and on August 27, 2015, by the Transportation Review Committee.

5D. Amendment to the Fiscal Year 2016 MAG Unified Planning Work Program and Annual Budget to Add a New On-Call Consultant Project for the Traffic Signal Optimization Program

The MAG Management Committee, by consent, recommended approval of an amendment to the Fiscal Year 2016 Unified Planning Work Program and Annual Budget to add the Traffic Signal Optimization Program Project using \$300,000 in contingency funds to carry out the Fiscal Year 2016 Traffic Signal Optimization Program. Since its inception in Fiscal Year (FY) 2004, the MAG Traffic Signal Optimization Program (TSOP) has successfully completed more than one hundred

projects that have helped improve traffic signal timing at more than 1,000 intersections across the region. At the time the FY MAG 2016 Unified Planning Work Program and Annual Budget (UPWP) was approved by the MAG Regional Council in May 2015, it was projected that the funds for the FY 2015 UPWP TSOP project would carry forward to the FY 2016 UPWP. However, during the Spring of 2015 many TSOP projects were initiated and completed. An on-call consultant project is needed to continue to provide the ongoing technical assistance to local agencies during FY 2016. An amendment is needed to the Fiscal Year 2016 MAG Unified Planning Work Program and Annual Budget to add a new on-call consultant project with a budget of \$300,000 in contingency funds. If the amendment is approved, it is anticipated that a list of TSOP projects will be generated through a call for projects and considered through the MAG committee process in the coming months. These projects will be assigned to qualified on-call consultants that have been approved through the MAG process and carried out between January and June of 2016.

5E. Amendment to the FY 2016 MAG Unified Planning Work Program and Annual Budget to Add the Northern Parkway Project Refinement and Implementation Study

This item was removed from the agenda.

5F. EPA Notice Proposing to Reclassify the Maricopa Eight-Hour Ozone Nonattainment Area From Marginal to Moderate for the 2008 Ozone Standard

On August 27, 2015, the Environmental Protection Agency (EPA) published a notice in the Federal Register proposing to take actions for each of the 36 nonattainment areas currently classified as Marginal for the 2008 ozone standard (0.075 parts per million). In the notice, EPA is proposing to determine that the Maricopa Eight-Hour Ozone Nonattainment Area did not attain the standard by the July 20, 2015 attainment date, did not qualify for a one-year extension of the attainment date, and would be reclassified from Marginal to Moderate. The attainment date for Moderate Areas is July 20, 2018. A new plan will be due by January 1, 2017 to address the Moderate Area requirements. The plan is required to demonstrate at least a 15 percent reduction in volatile organic compound emissions over a six year period (2012-2017). Since the attainment date is in the middle of the summer ozone season, the plan is required to demonstrate attainment of the standard in the prior 2017 ozone season. In addition, the region will need to have clean data at the air quality monitors in 2017 to meet the standard. MAG is closely coordinating with the Maricopa County Air Quality Department, Arizona Department of Environmental Quality, and Arizona Department of Transportation on the plan. The deadline for submitting comments to the EPA was September 28, 2015.

5G. MAG FY 2017 PSAP Annual Element/Funding Request and FY 2017-2021 Equipment Program

The MAG Management Committee, by consent, recommended approval of the MAG FY 2017 PSAP Annual Element/Funding Request and FY 2017-2021 Equipment Program. Each year, the MAG Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and enables MAG to provide estimates of future funding needs to the Arizona

Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The MAG FY 2017 PSAP Annual Element/Funding Request and FY 2017-2021 Equipment Program were recommended for approval on August 13, 2015, by the MAG PSAP Managers Group and on September 1, 2015, by the MAG 9-1-1 Oversight Team.

6. Request for Second Deferral of the City of Phoenix Multiuse Path Project at Indian School Road and the Grand Canal

Ms. Teri Kennedy, MAG staff, stated that the City of Phoenix has requested to defer its Fiscal Year (FY) 2015 multiuse path construction project on the Grand Canal near Indian School Road and 16th Street. She noted that this project was previously deferred from FY 2014 to FY 2015 and is identified in the FY 2014-2018 MAG Transportation Improvement Program (TIP) as PHX14-101. Ms. Kennedy stated that the MAG Federal Programming Guidelines require approval through the MAG Committee process for a second deferral of a project. To receive a second deferral, the project sponsor must demonstrate that the cause of the project deferral was beyond the control of the project sponsor, identify the problem causing the delay, and continue to provide financial and staff commitment to the project, and has a plan and schedule for addressing the problem and completing the project. Ms. Kennedy introduced Mr. Tony Humphrey from the City of Phoenix.

Mr. Humphrey, the engineering supervisor for design and construction management for the City of Phoenix, presented the second deferral request of PHX14-101 by the City of Phoenix. He stated that he would discuss the importance of the project, what occurred, and the City's plans to move forward.

Mr. Humphrey stated that this project is important for connectivity and the safety of pedestrians and bicyclists between the Uptown Grand Canal trail and the crossing at 16th Street and Indian School Road. He displayed a map of the project area, which includes Longview Park, Community Center and Elementary School, Madison Park and Middle School, Phoenix Advantage Charter School, a Goodwill center, a convenience store, and the Phoenix Indian Medical Center.

Mr. Humphrey described the project scope includes an eight- to ten-foot wide multiuse path with a four-foot buffer on the north side of Indian School Road. He pointed out the area of right-of-way that is required to be obtained from the Indian Medical Center.

Mr. Humphrey stated that the Notice to Proceed for design was received on March 6, 2012. He said that the first deferral was requested because they did not do enough community public outreach. Mr. Humphrey stated that Phoenix is requesting a two-year deferral.

Mr. Humphrey stated that moving forward, they will continue to meet with the Indian Community to meet the new timeline. He indicated that they anticipate continuing efforts to acquire right-of-way with an anticipated completion date in March 2017 and a contract award in September 2017.

Mr. Humphrey noted that the project has sufficient funding and staff resources, and support from the Mayor and Council, the neighborhood, and the Indian Community.

Chair Crossman thanked Mr. Humphrey for his report and asked members if they had questions.

Mr. Dennis Smith asked for clarification if the request was for a second deferral or a two-year deferral. Ms. Kennedy responded that the original deferral was approved in August 2013 and was due to authorize in 2015. She explained that this request was for a second deferral of the project to 2017 (two years).

Vice Chair Zuercher clarified that the federal Bureau of Indian Affairs is the agency that has jurisdiction over the right-of-way. He explained that there have been delays because the Bureau does not have a process for this type of right-of-way request and they are trying to create one.

Mr. Chris Brady moved to recommend approval of a second deferral by the City of Phoenix from FY 2015 to FY 2017, for the multiuse path project at Indian School Road and the Grand Canal, TIP listing PHX14-101. Mr. Stephen Cleveland seconded, and the motion passed unanimously.

7. Resolution of Structural Issues With Using Special Census Numbers to Distribute State Shared Revenues

Mr. Dennis Smith stated that the state is fortunate to have urban revenue sharing, which came about as a result of the efforts of former Phoenix Mayor John Driggs. Mr. Smith explained that revenue sharing was voter approved. He stated that distribution of revenue sharing is based on the most recent decennial or mid-decade census. He reported that a mid-decade census in the MAG region was conducted in 1985 and again in 1995 (when MAG hired 5,000 employees). Mr. Smith indicated that a census survey was conducted in 2005 due to the high number of enumerators that would be needed to conduct a census. Mr. Smith stated that the Census Bureau has now notified MAG that there will be no more census surveys. This means if an area does not do a mid-decade census, it must continue to use its decennial census numbers. Mr. Smith stated that the idea of today is to examine if a better way exists.

Mr. Anubhav Bagley, MAG staff, stated that the cost to conduct a full mid-decade census count was estimated at approximately \$65 million to \$70 million for the MAG region, which includes the hiring of approximately 35,000 enumerators. He said that other states use state estimates prepared by their state demographer's office or the Council for Technical Solutions. Mr. Bagley stated that another option is the population estimates done by the Census Bureau, but they lag by one year. Mr. Bagley noted that each of these options have issues.

Mr. Bagley stated that the League of Arizona Cities and Towns has been working with the University of Arizona to evaluate and enhance the population estimates process in the state. He said they have discussed using utilities datasets, driver's licenses, and vacancy rates.

Mr. Bagley stated that seven jurisdictions in the MAG region decided to conduct a mid-decade census and they developed a methodology for cost sharing.

Ms. Teri Kennedy stated that an amount of approximately \$8.1 million has been identified to be available over an approximate five-year period for a special projects fund and tracked through a Transportation Improvement Program listing. She noted that the funding was made available through the Obligation Authority for 2013 and 2014 that became available and allowed several projects to advance, leaving programming gaps. She added that all federal rules would be followed utilizing the special projects fund. Ms. Kennedy stated that the special projects fund would fund unfunded work phases, design, and construction phases that have not yet authorized, and perhaps Arterial Life Cycle Program projects.

Mr. Brad Lundahl departed the meeting.

Chair Crossman thanked staff for their reports and asked members if they had questions.

Mr. Andrew Ching expressed his appreciation to MAG staff for their excellent work in finding a solution to this difficult issue. He praised the very articulate, detailed material that had been researched and prepared by MAG staff that showed how the solution would be accomplished. Mr. Ching stated that due to the written material and the hard work and because the Pro states that “This would create a method of annual state shared revenue distribution with no major jumps or declines,” he would support approval of the proposed action.

Mr. Patrick Banger expressed his appreciation to MAG staff and the cities and towns whose staff worked on this issue to help arrive at a solution that he could support.

Mr. Ching moved to recommend approval of establishing a special projects fund at MAG to reimburse the seven cities in the MAG region that contracted to conduct a special census in 2015 for 50 percent of their special census costs, estimated at \$8,139,341, spread over approximately a five-year period. Mr. Carl Swenson seconded, and the motion passed unanimously.

Chair Crossman stated that Litchfield Park was not involved in the census, but he was familiar with the work that had been done by MAG. He indicated that this is a prime example of how all of the jurisdictions can come together and reach a solution. Chair Crossman commented that perhaps everyone does not get everything, but this is a great compromise.

8. Update on the ADOT Passenger Rail Study: Tucson to Phoenix

Mr. Lundahl rejoined the meeting.

Mr. Marc Pearsall, MAG staff, stated that intercity passenger rail service between Phoenix and Tucson existed from 1880 to 1996, when Amtrak pulled out. He noted that three and one-half years ago, ADOT was charged with looking at the marketability, ridership, alignment, and cost of implementing passenger rail service between Tucson and Phoenix.

Mr. Carlos Lopez, ADOT staff, continued the presentation. He first expressed his appreciation to the MAG member agencies for the participation and input. Mr. Lopez stated that study is conducting a Tier 1 Environmental Impact Statement (EIS). He said that the purpose of the EIS

is to analyze large expansive areas between Phoenix and Tucson and to serve as a decision document to identify a broad corridor there. Mr. Lopez stated that no funding has been identified for implementation of passenger rail design or construction. Mr. Lopez stated that the next step is the Tier 2 EIS, which would identify specific station locations, rail alignments, and connections.

Mr. Lopez stated that one of the main reasons to conduct the study was due to anticipated population growth in the next 20 years from approximately five million people to approximately 7.5 million people in Maricopa, Pinal, and Pima counties. He noted that employment is also anticipated to grow similarly, which will yield a higher travel demand. Mr. Lopez stated that one of the purposes of this study is to develop a multimodal transportation system in the 120-mile distance between Phoenix and Tucson. He noted that currently, Interstate 10 is the only high capacity transportation facility linking Phoenix and Tucson. Mr. Lopez stated that previous studies, such as Building a Quality Arizona Transportation Framework and the State Rail Plan, have identified the need for transportation alternatives, especially in the Sun Corridor. He stated that one of the main products was a state rail plan identifying a vision for passenger rail in the state.

Mr. Lopez presented final corridor alternatives as determined in the study. He pointed out on a map the brown line near Tucson, which follows Interstate 10; the green line, which heads north along Interstate 10; the yellow line, which follows existing rail right-of-way owned by Union Pacific from Eloy to Phoenix; the orange line, which follows a north/south corridor in Pinal County and links to US-60, Loop 101 and Loop 202 in the Valley.

Mr. Lopez stated that the vision is to connect passenger rail to the West Valley, such as Buckeye and Surprise, using existing rail corridors. The passenger rail system could operate at speeds up to 125 miles per hour providing service between Tucson and Phoenix, as well as local trips.

Mr. Lopez reviewed the ridership and travel times forecasts. He said that the annual ridership forecast for 2035 shows that the yellow route has an advantage of approximately 20,000 riders per day. Mr. Lopez displayed commuter (local trips) travel times and intercity (long distance trips) travel times. He noted that intercity routes have the advantage of shorter travel times between Phoenix and Tucson.

Mr. Lopez stated that cost is another element of the study, and he noted that no funding has been identified. He said that the study indicated that the yellow alternative is the most cost effective of the alternatives at \$4 billion to \$5 billion (\$40 million per mile). Mr. Lopez noted that the cost estimate includes right-of-way, construction, equipment, and facilities.

Mr. Lopez stated that public outreach is a key component of the study, and approximately 10,000 surveys were completed that showed strong support for passenger rail. They received significant public input from college campuses, festivals, and events. He stated that the yellow alternative was identified by the public as the preferred alternative between Phoenix and Tucson. Mr. Lopez stated that strong support was shown for linking activity centers and effective travel times.

Mr. Lopez stated that the green alternative would require additional right-of-way in major sections of Interstate 10. He noted that this right-of-way would impact environmentally sensitive areas and additionally, had the lowest ridership projections. Mr. Lopez stated that as a result, the green alternative has been removed from consideration.

Mr. Lopez stated that the yellow alternative and orange alternative were analyzed under the criteria of community acceptance, financial feasibility, mobility, and operation, the yellow alternative had the advantage with highest ridership, the lowest cost and strongest public preference. Based on the results, they are recommending advancing the yellow alternative for further study. Mr. Lopez stated that the broad environmental assessment was not able to make a decision in some areas. In Tempe, there are two routes recommended to move forward. Mr. Lopez stated that there are two options in Pinal County recommended to be advanced for further study.

Mr. Lopez stated that the preferred alternative will be determined at the completion of the Tier 1 process at the end of this year. He said that public hearings on the Tier 1 environmental effort are scheduled for September 15 in Phoenix, September 16 in Tucson, and September 17 in Coolidge. Mr. Lopez stated that the study and service development plan are anticipated to be completed by the end of 2015.

Ms. Sintra Hoffman acknowledged Mr. Lopez for the tremendous job he has done for ADOT, not only on this study, but on other major efforts, such as Interstate 11. Ms. Hoffman stated that the public outreach has been significant. She indicated that she has attended public meetings in all of the locations and the public interest in this project has been huge. Ms. Hoffman expressed her appreciation for a job well done by Mr. Lopez.

Mr. Stephen Cleveland asked if the one the survey questions asked the preferred way to pay for passenger rail between Phoenix and Tucson. Mr. Lopez replied that a question on one of the surveys said that no funding had been identified and requested input on funding options.

Mr. Cleveland asked if Mr. Lopez had the results the public's preference for funding: property tax, sales tax, vehicle license tax, etc.. Mr. Lopez he did not have the exact information with him, but he would get those results to Mr. Cleveland. He mentioned that other funding sources mentioned were private funding or public-private partnerships.

Mr. Brad Lundahl stated that Mr. Lopez mentioned they had received significant public input at college campuses. He asked how much that weighed into the decision for an alternative. Mr. Lopez stated that public input is one of their sources in the decision-making process. All public input is combined with the technical analysis to develop a recommendation.

Mr. Lundahl remarked that many college students are not Arizona residents and he wanted to ensure that the preferences of Arizona residents were reflected in the decision making. He asked the other groups that were surveyed. Mr. Lopez replied that his team attended events such as the Tempe Arts Festival, the Chandler Ostrich Fair, and the Pima County Fair, and received input at those events. He stated that one of the questions asked the zip code of the respondents.

Mr. Andrew Ching stated that the Tempe City Council received a presentation on the study in fall 2014, and they appreciated the efforts. Mr. Ching stated that the City, as corridors are developed, requests that consideration be given to disruption in Tempe's older, historic neighborhoods, and if possible, to utilize existing corridors.

9. Legislative Update

No report.

10. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

11. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mr. Brian Dalke encouraged responses by the end of September to the Arizona City/County Managers Association survey that was sent to members. He noted that the Board of Directors was looking forward to input. Mr. Dalke noted that questions could be directed to current president, Mr. Josh Wright.

Adjournment

There being no further business, the meeting was adjourned at 1:00 p.m.

Chair

Secretary